

her to the bill H.R. 3076, to provide stability to and enhance the services of the United States Postal Service, and for other purposes; which was ordered to lie on the table; as follows:

At the end of section 101, add the following:

(e) **STUDYING IMPACT ON MEDICARE PART B PREMIUMS AND PREVENTING ANY SIGNIFICANT INCREASE IN MEDICARE PART B PREMIUMS.**—

(1) **STUDY AND REPORTS.**—

(A) **STUDY.**—The Chief Actuary of the Centers for Medicare & Medicaid Services Office of the Actuary (referred to in this subsection as the “Chief Actuary”) shall study the potential impact of the implementation of the provisions of, and amendments made by, this section (other than this subsection) on monthly premiums under part B of title XVIII of the Social Security Act (42 U.S.C. 1395j et seq.).

(B) **PRE-IMPLEMENTATION REPORT.**—Not later than January 1, 2025, the Chief Actuary shall submit to Congress a report containing the results of the study conducted under subparagraph (A).

(C) **ONGOING REPORTS ON PREMIUM IMPACT.**—Not later than the date on which the Chief Actuary determines the monthly actuarial rate for enrollees age 65 and over in each of 2037 through 2042 for the succeeding calendar year according to section 1839(a)(1) of the Social Security Act (42 U.S.C. 1395r(a)(1)), the Chief Actuary shall submit to Congress a report on the amount of any projected increase in monthly premiums under such part B for such succeeding calendar year as a result of the implementation of the provisions of, and amendments made by, this section (other than this subsection).

(2) **PREVENTING ANY SIGNIFICANT INCREASE IN PART B PREMIUMS.**—Section 1839(a) of the Social Security Act (42 U.S.C. 1395r(a)) is amended—

(A) in the second sentence of paragraph (1), by striking “and (7)” and inserting “(7), and (8)”; and

(B) by adding at the end the following:

“(8)(A) For each applicable year (as defined in subparagraph (C)), the Secretary shall reduce the amount of the monthly premium otherwise established under paragraph (3) for applicable enrollees by the amount the Secretary determines necessary to ensure that any increase in monthly premiums under this part for such enrollees as a result of the implementation of the provisions of, and amendments made by, section 101 of the Postal Service Reform Act of 2022 (other than subsection (e) of such section) is less than the applicable amount for such year.

“(B) In this paragraph, the term ‘applicable amount’ means, with respect to an applicable year, \$15, increased by the percentage increase in the consumer price index for all urban consumers (U.S. city average) for the period beginning with July 2022 and ending with July of the year preceding the year involved. Any amount determined under the preceding sentence which is not a multiple of \$1 shall be rounded to the nearest multiple of \$1 (or, if it is a multiple of 50 cents but not a multiple of \$1, to the next higher multiple of \$1).

“(C) In this paragraph, the term ‘applicable year’ means any year (beginning with 2038 and ending with 2043) with respect to which the projected increase in monthly premiums under this part for the year (as reported under section 101(e)(1)(C) of the Postal Service Reform Act of 2022) as a result of the implementation of the provisions of, and amendments made by, section 101 of such Act (other than subsection (e) of such section) would result in monthly premiums under this part increasing by the applicable amount for such year or more.

“(D) In this paragraph, the term ‘applicable enrollee’ means, with respect to an applicable year, an individual who is not subject to a reduction in a premium subsidy pursuant to subsection (i) for months in such year.”.

**SA 4959.** Ms. ERNST submitted an amendment intended to be proposed by her to the bill H.R. 3076, to provide stability to and enhance the services of the United States Postal Service, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title II, add the following:

**SEC. 210. REPORT ON SAVINGS BY POLITICAL COMMITTEES DUE TO NONPROFIT MAILING DISCOUNTS.**

(a) **IN GENERAL.**—Section 3626(e) of title 39, United States Code, is amended by adding at the end the following:

“(3) Not later than 30 days after the last day of each fiscal year, the Postal Service shall submit to the Committee on Homeland Security and Governmental Affairs of the Senate and the Committee on Oversight and Reform of the House of Representatives a report that details the amount that each of the following political committees saved during the fiscal year by paying the discounted rates for qualified nonprofit organizations under paragraph (1):

“(A) The Democratic Congressional Campaign Committee.

“(B) The Democratic Senatorial Campaign Committee.

“(C) The National Republican Congressional Committee.

“(D) The National Republican Senatorial Committee.”.

(b) **TECHNICAL AND CONFORMING AMENDMENTS.**—Section 3626(e)(2)(A) of title 39, United States Code, is amended—

(1) by striking “Republican and” and inserting “National Republican Senatorial Committee, the”;

(2) by striking “Committees” and inserting “Committee”; and

(3) by striking “National Congressional” and inserting “Congressional Campaign”.

**SA 4960.** Mr. GRASSLEY submitted an amendment intended to be proposed by him to the bill S. 1216, to extend the temporary scheduling order for fentanyl-related substances; which was ordered to lie on the table; as follows:

In section 2, strike “by striking ‘May 6, 2021’ and inserting ‘July 6, 2022’” and insert the following: “by striking ‘March 11, 2022’ and inserting ‘May 11, 2023’”.

**SA 4961.** Mr. MERKLEY submitted an amendment intended to be proposed by him to the bill H.R. 3076, to provide stability to and enhance the services of the United States Postal Service, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title II, add the following:

**SEC. 210. REPORT ON ELECTRIC VEHICLES.**

Not later than 45 days after the date of enactment of this Act, the Postal Service shall submit to Congress a report analyzing—

(1) costs to the Postal Service of acquiring and operating electric vehicles versus internal combustion vehicles over the next 20 years, including assumptions about the price of electricity and gasoline; and

(2) any barrier to transitioning to a fleet of electric vehicles that exists for the Postal Service but does not exist, or does not exist to the same degree, for the competitors of the Postal Service that are currently purchasing electric vehicles.

**SA 4962.** Mr. MERKLEY submitted an amendment intended to be proposed by him to the bill H.R. 3076, to provide stability to and enhance the services of the United States Postal Service, and for other purposes; which was ordered to lie on the table; as follows:

At the end of title II, add the following:

**SEC. 210. PURCHASE OF NEXT GENERATION DELIVERY VEHICLES.**

In carrying out the Next Generation Delivery Vehicle contract awarded to Oshkosh Defense on February 23, 2021, the Postal Service may purchase not more than—

(1) 200 internal combustion engine vehicles during fiscal year 2022;

(2) 1,000 internal combustion engine vehicles during fiscal year 2023; and

(3) 1,000 internal combustion engine vehicles during fiscal year 2024.

**SA 4963.** Mr. MERKLEY submitted an amendment intended to be proposed by him to the bill H.R. 3076, to provide stability to and enhance the services of the United States Postal Service, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

**SEC. . . . RURAL POST OFFICES.**

(a) **IN GENERAL.**—Section 404(d) of title 39, United States Code, is amended—

(1) in paragraph (1), by striking “post office,” and inserting the following: “post office and, with respect to a determination to close a post office in a rural area, as defined by the Census Bureau, including such a post office that has been damaged or completely destroyed by fire, prior to making the determinations required by paragraph (4).”;

(2) in paragraph (3), by striking “subsection,” and inserting “subsection and, with respect to a determination to close a post office located in a rural area, as defined by the Census Bureau, including such a post office that has been damaged or completely destroyed by fire, a summary of the determinations required under paragraph (4).”;

(3) by redesignating paragraphs (4), (5), and (6) as paragraph (5), (6), and (7), respectively;

(4) by inserting after paragraph (3) the following:

“(4) The Postal Service may not make a determination under subsection (a)(3) to close a post office located in a rural area, as defined by the Census Bureau, including such a post office that has been damaged or completely destroyed by fire, unless the Postal Service—

“(A)(i) determines that postal customers served by the post office would continue after the closing to receive substantially similar access to essential items, such as prescription medications and time-sensitive communications, that are sent through the mail; or

“(ii) takes action to substantially ameliorate any projected reduction in access to essential items described in clause (i); and

“(B) determines that—

“(i) businesses located in the community served by the post office would not suffer substantial financial loss as a result of the closing;

“(ii) any economic loss to the community served by the post office as a result of the closing does not exceed the cost to the Postal Service of not closing the post office;

“(iii) the area served by the post office has adequate access to wired broadband internet service, as identified on the National Broadband Map of the National Telecommunications and Information Administration; and

“(iv) there is a road connecting the community to another post office that is not more than 10 miles from the post office proposed to be closed (as measured on roads with year-round access).”; and

(5) in paragraph (7), as so redesignated, by striking “(5)” and inserting “(6)”.

(b) **MORATORIUM ON CLOSING RURAL POST OFFICES.**—

(1) **IN GENERAL.**—Notwithstanding section 404(d) of title 39, United States Code, during the 1-year period beginning on the date of enactment of this Act, the Postal Service may not close a post office located in a rural area, as defined by the Census Bureau, including such a post office that has been damaged or completely destroyed by fire, except as required for the immediate protection of health and safety, or unless there is no significant community opposition to such closure.

(2) **RULE OF CONSTRUCTION.**—Nothing in paragraph (1) shall be construed to limit the authority of the Postal Service to implement cost-saving measures with respect to the post offices described in that paragraph.

**SA 4964.** Mrs. CAPITO submitted an amendment intended to be proposed by her to the bill H.R. 3076, to provide stability to and enhance the services of the United States Postal Service, and for other purposes; which was ordered to lie on the table; as follows:

At the end, add the following:

**TITLE IV—REFORMS TO PROMOTE MORE AFFORDABLE ENERGY**

**SEC. 401. LIMITING NEW RED TAPE AND COSTS FOR GASOLINE AND OTHER FUELS.**

(a) **PROHIBITION OF NEW METHANE REGULATIONS ON EXISTING OIL AND GAS SOURCES.**—The Administrator of the Environmental Protection Agency (referred to in this section as the “Administrator”) shall not finalize any regulation relating to methane emissions for existing oil and gas sources under section 111(d) of the Clean Air Act (42 U.S.C. 7411(d)).

(b) **WAIVER OF LOW VOLATILITY GASOLINE REQUIREMENTS.**—In accordance with section 211(c)(4)(C)(ii) of the Clean Air Act (42 U.S.C. 7545(c)(4)(C)(ii)), the Administrator shall temporarily waive low volatility gasoline requirements for any gasoline sold in the United States on or after the date of enactment of this Act until the average price of gasoline sold in the United States decreases to the average price of gasoline sold on January 1, 2021, as determined using data from the Energy Information Administration.

(c) **PREEMPTION OF STATE LOW-CARBON FUEL STANDARDS.**—Any low-carbon fuel standard implemented by any State, including any State-based program that regulates transportation fuels on carbon intensity for the purpose of reducing greenhouse gas emissions, is preempted by the Renewable Fuel Program under section 211(o) of the Clean Air Act (42 U.S.C. 7545(o)) for the purpose of better aligning the gasoline supply in the United States.

(d) **POINT OF ORDER AGAINST LEGISLATION THAT INCREASES GASOLINE OR NATURAL GAS PRICES BY IMPOSING CHARGE, FEE, OR TAX ON METHANE EMISSIONS FROM THE OIL AND GAS SECTOR.**—

(1) **POINT OF ORDER.**—It shall not be in order in the Senate to consider any bill, joint resolution, motion, amendment, amendment between the Houses, or conference report that increases the price of gasoline or natural gas in the United States through the imposition of a charge, fee, or tax on methane emissions from the oil and gas sector.

(2) **WAIVER AND APPEAL.**—Paragraph (1) may be waived or suspended in the Senate

only by an affirmative vote of three-fifths of the Members, duly chosen and sworn. An affirmative vote of three-fifths of the Members of the Senate, duly chosen and sworn, shall be required to sustain an appeal of the ruling of the Chair on a point of order raised under paragraph (1).

(e) **PROHIBITION ON USE OF SOCIAL COST OF GREENHOUSE GAS ESTIMATES RAISING GASOLINE PRICES.**—

(1) **IN GENERAL.**—In promulgating regulations, issuing guidance, or taking any agency action (as defined in section 551 of title 5, United States Code) relating to the social cost of greenhouse gases, no Federal agency shall adopt or otherwise use any estimates for the social cost of greenhouse gases that may raise gasoline prices, as determined through a review by the Energy Information Administration.

(2) **INCLUSION.**—The estimates referred to in paragraph (1) include the interim estimates in the document of the Interagency Working Group on the Social Cost of Greenhouse Gases entitled “Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990” and dated February 2021.

**SEC. 402. EXPEDITING PERMITTING AND REVIEW PROCESSES.**

(a) **DEFINITIONS.**—In this section:

(1) **AUTHORIZATION.**—The term “authorization” means any license, permit, approval, finding, determination, or other administrative decision issued by a Federal department or agency that is required or authorized under Federal law in order to site, construct, reconstruct, or commence operations of an energy project, including any authorization described in section 41001(3) of the FAST Act (42 U.S.C. 4370m(3)).

(2) **ENERGY PROJECT.**—The term “energy project” means any project involving the exploration, development, production, transportation, combustion, transmission, or distribution of an energy resource or electricity for which—

(A) an authorization is required under a Federal law other than the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

(B)(i) the head of the lead agency has determined that an environmental impact statement is required; or

(ii) the head of the lead agency has determined that an environmental assessment is required, and the project sponsor requests that the project be treated as an energy project.

(3) **ENVIRONMENTAL IMPACT STATEMENT.**—The term “environmental impact statement” means the detailed statement of environmental impacts required to be prepared under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

(4) **ENVIRONMENTAL REVIEW AND AUTHORIZATION PROCESS.**—The term “environmental review and authorization process” means—

(A) the process for preparing for an energy project an environmental impact statement, environmental assessment, categorical exclusion, or other document prepared under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

(B) the completion of any authorization decision required for an energy project under any Federal law other than the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

(5) **LEAD AGENCY.**—The term “lead agency” means—

(A) the Department of Energy;

(B) the Department of the Interior;

(C) the Department of Agriculture;

(D) the Federal Energy Regulatory Commission;

(E) the Nuclear Regulatory Commission; or

(F) any other appropriate Federal agency, as applicable, that may be responsible for navigating the energy project through the environmental review and authorization process.

(6) **PROJECT SPONSOR.**—The term “project sponsor” means an agency or other entity, including any private or public-private entity, that seeks approval from a lead agency for an energy project.

(b) **TIMELY AUTHORIZATIONS FOR ENERGY PROJECTS.**—

(1) **IN GENERAL.**—

(A) **DEADLINE.**—Except as provided in subparagraph (C), all authorization decisions necessary for the construction of an energy project shall be completed by not later than 90 days after the date of the issuance of a record of decision for the energy project by the lead agency.

(B) **DETAIL.**—The final environmental impact statement for an energy project shall include an adequate level of detail to inform decisions necessary for the role of any Federal agency involved in the environmental review and authorization process for the energy project.

(C) **EXTENSION OF DEADLINE.**—The head of a lead agency may extend the deadline under subparagraph (A) if—

(i) Federal law prohibits the lead agency or another agency from issuing an approval or permit within the period described in that subparagraph;

(ii) the project sponsor requests that the permit or approval follow a different timeline; or

(iii) an extension would facilitate completion of the environmental review and authorization process of the energy project.

(2) **ENERGY PROJECT SCHEDULE.**—To the maximum extent practicable and consistent with applicable Federal law, for an energy project, the lead agency shall develop, in concurrence with the project sponsor, a schedule for the energy project that is consistent with a time period of not more than 2 years for the completion of the environmental review and authorization process for an energy project, as measured from, as applicable—

(A) the date of publication of a notice of intent to prepare an environmental impact statement to the record of decision; or

(B) the date on which the head of the lead agency determines that an environmental assessment is required to a finding of no significant impact.

(3) **LENGTH OF ENVIRONMENTAL IMPACT STATEMENT.**—

(A) **IN GENERAL.**—Notwithstanding any other provision of law and except as provided in subparagraph (B), to the maximum extent practicable, the text of the items described in paragraphs (4) through (6) of section 1502.10(a) of title 40, Code of Federal Regulations (or successor regulations), of an environmental impact statement for an energy project shall be 200 pages or fewer.

(B) **EXEMPTION.**—The text referred to in subparagraph (A) of an environmental impact statement for an energy project may exceed 200 pages if the lead agency establishes a new page limit for the environmental impact statement for that energy project.

(c) **DEADLINE FOR FILING ENERGY-RELATED CAUSES OF ACTION.**—

(1) **DEFINITIONS.**—In this subsection:

(A) **AGENCY ACTION.**—The term “agency action” has the meaning given the term in section 551 of title 5, United States Code.

(B) **ENERGY-RELATED CAUSE OF ACTION.**—The term “energy-related cause of action” means a cause of action that—

(i) is filed on or after the date of enactment of this Act; and

(ii) seeks judicial review of a final agency action to issue a permit, license, or other